

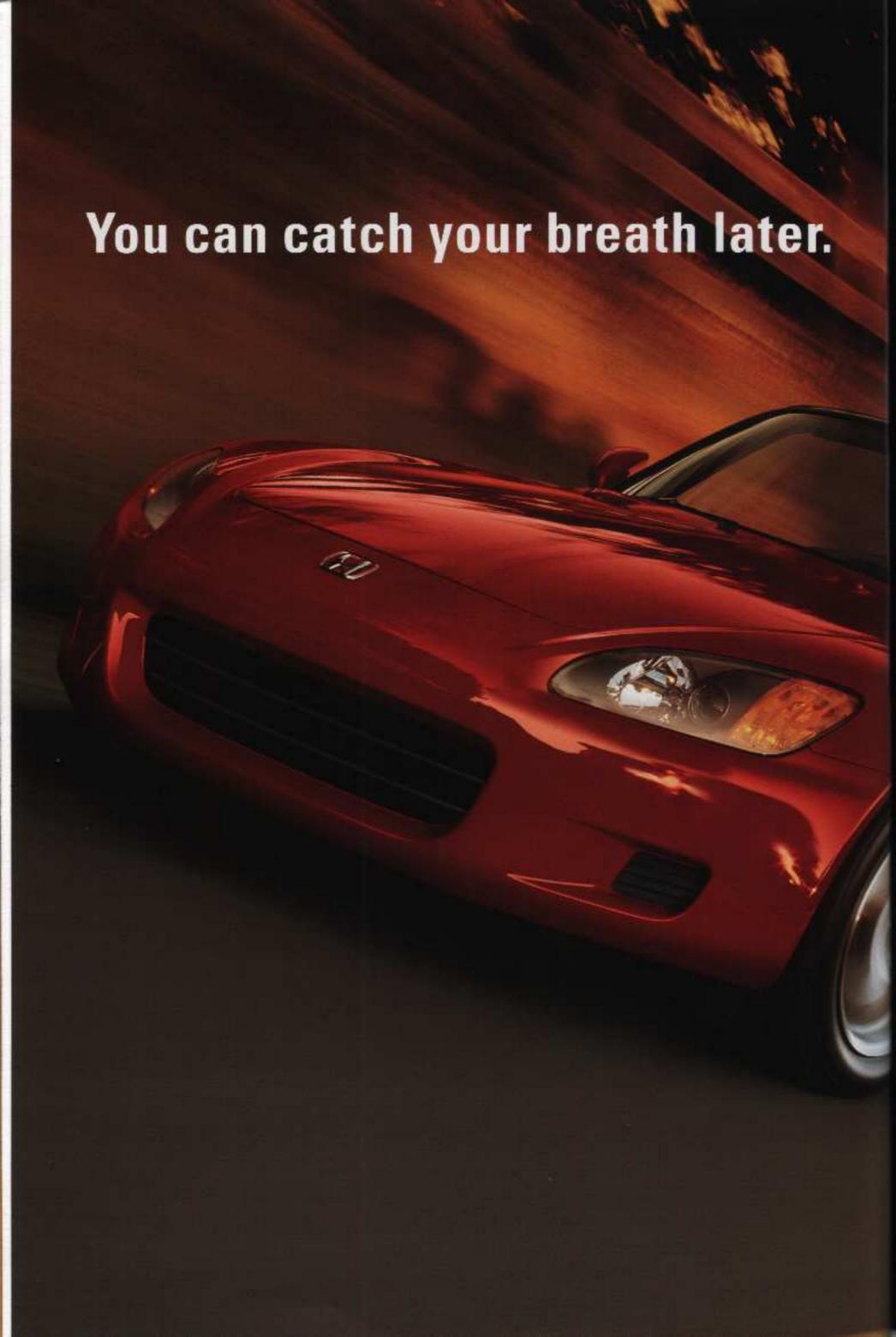


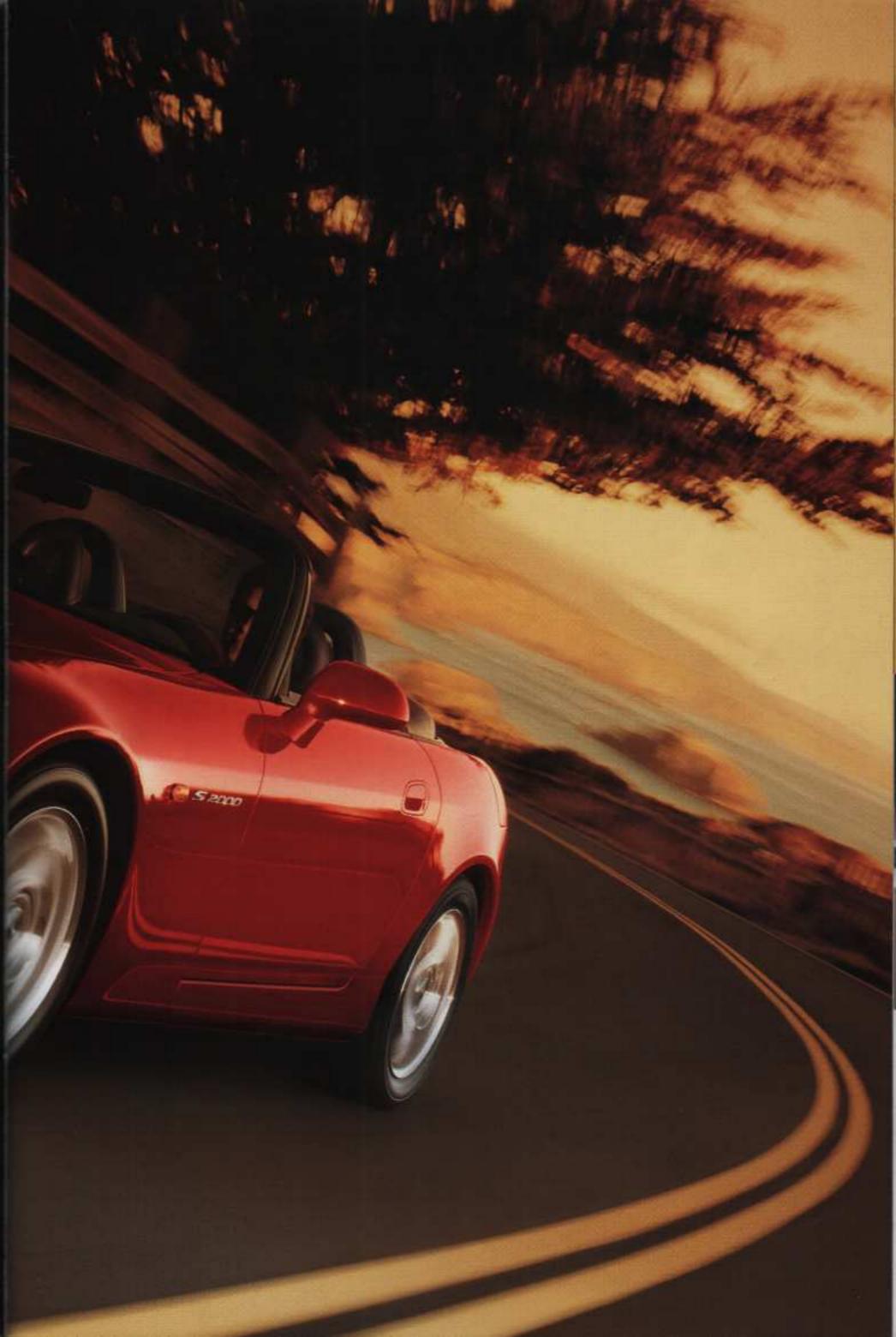
Maybe it's the engine start button.

Or that big "9" staring back at you

from the end of the tach. Something about the S2000 says this is no ordinary two-seater. This is all about race-bred performance and g-forces. And that's why you're here. Driving the S2000 is the exhilaration and technology extracted from Honda's 50 years of racing experience. With 240 horsepower and a lofty 9000-rpm redline, it's the first roadster to truly capture the very soul of racing. A few seconds behind the wheel will explain it all.









"The S2000 is a unique and seductive tool for speed."

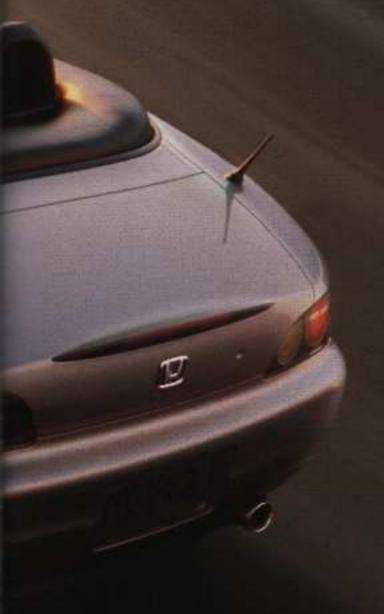
Car and Driver

"The S2000 has the speed, reflexes, and open-top exhilaration of a purebred sports car."

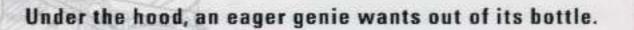
Automobile Magazine^a

"[Honda] pulled no punches when it came to creating a high-performance 2-seat convertible that does more than measure up with its European counterparts."

Road & Track







Sedolo

You don't have to believe in magic. But it may help. The 2.0-liter engine in the S2000 puts out 240 hp and 153 lb-ft. of torque. That's a stunning 120 hp per liter, the highest specific output of any normally aspirated production engine in the world. Yet it runs so clean, the S2000 qualifies as a Low-Emission Vehicle (LEV). Plus, its first tune-up is scheduled at 105,000 miles. The origins of this virtuosity can be found on the world's racetracks. Honda racing technology courses through the veins of the S2000. From its 16-valve VTEC™ engine, redlining at an amazing 9000 rpm, to its close-ratio 6-speed manual transmission, so you can accelerate quickly in any gear. The rear-wheel-drive S2000 also has a torque-sensing limited-slip differential to ensure plenty of grip. All contained in a rigid, high X-bone frame for unequalled handling precision and stability.

*Does not apply to fluid and filter changes. See owner's manual for details.



You'll never think of a liter quite the same way again.

Getting 120 horsepower out of each liter requires extreme measures. Enter the VTEC (variable valve timing and lift electronic control) system. It varies both the intake and exhaust valve operation in the S2000 engine to achieve optimum engine airflow over the entire powerband. This results in more complete combustion and greater efficiency. The engine block, cylinder head and oil pan are made of lightweight aluminum alloy.

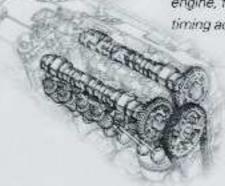
The S2000 engine is surprisingly compact – an attribute shared with Honda's racing engines. In order to minimize the influence of engine mass on handling, it's important to keep it as close to the center of the car as possible. The S2000 engine is located entirely behind the front axle centerline. This keeps weight off the corners of the car and closer to the center, where it contributes to a sharper steering response and unflappable cornering poise – something you feel and appreciate right away.

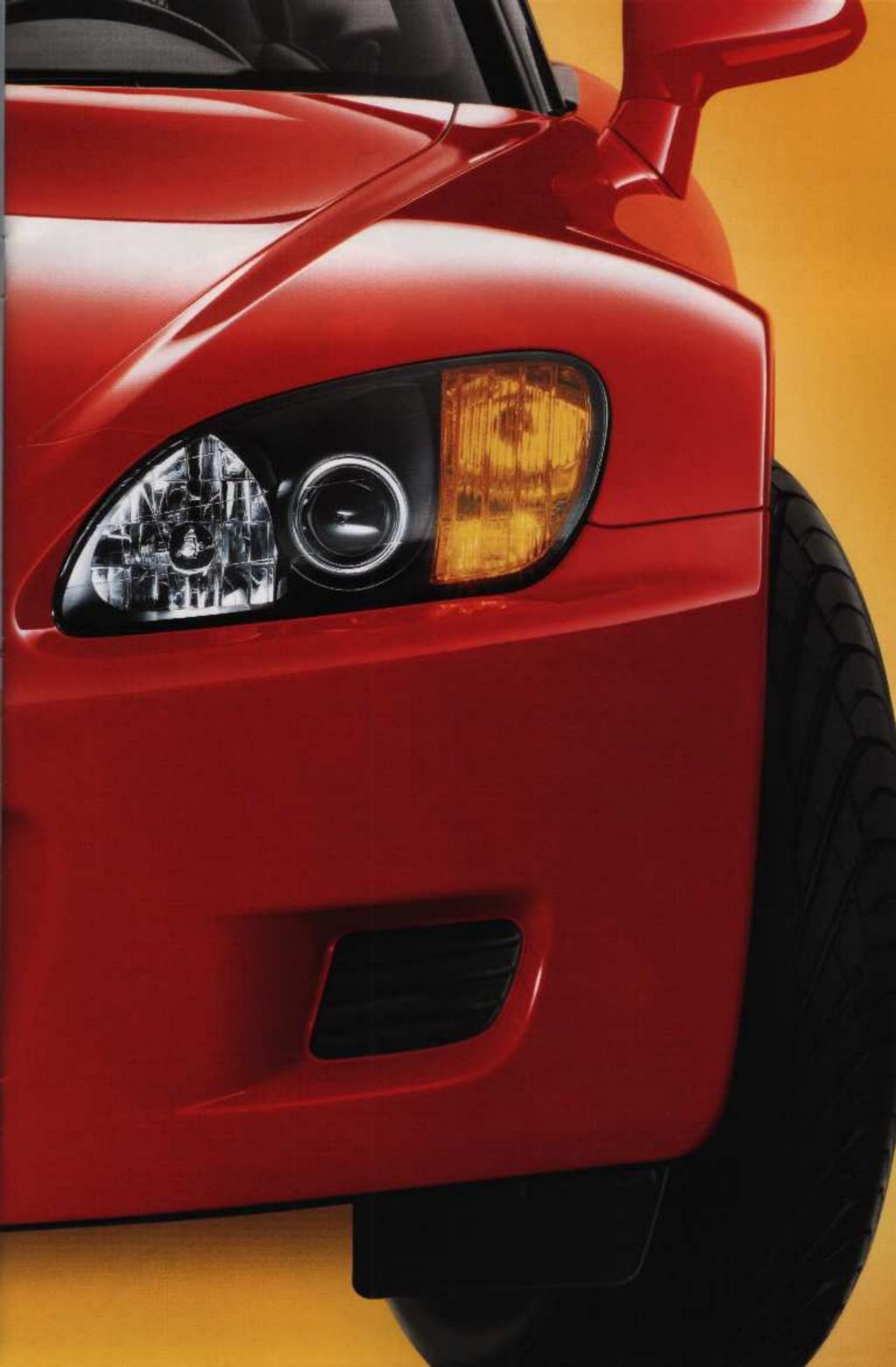


The S2000's low-friction forged pistons and lightweight connecting rods are specifically designed to operate with great efficiency at extremely high rpm. The S2000 was engineered to excel at high engine speeds. The DOHC valve train for the engine uses special compact, low-friction roller-bearing carn followers. Honda VTEC (variable valve timing and lift electronic control) helps to spread power throughout the engine's operating range.

The entire powertrain is located between the front and rear axles. This gives the \$2000 nearly 50/50 front-to-rear weight distribution and centralized mass, which help make it highly responsive.

Compact and efficient, the DOHC cam-drive system uses a silent primary chain with automatic adjustment. The secondary drive is geared, as in a racing engine, for dependability and greater timing accuracy at high rpm.







The advanced high-strength frame and monocoque body on the S2000 form an immensely rigid structure – something not typically found in convertibles. It gives the S2000 its precision-tuned ride and razor-sharp steering response.

Its suspension has been programmed to hug the road.

The contact patch, where the tire meets the pavement, is where a car's performance has its moment of truth. The compact "in-wheel" design of the S2000's 4-wheel double wishbone suspension is dedicated to maximizing grip and precision. High-strength suspension components are light and compact, reducing unsprung weight for excellent control. The rear-wheel-drive S2000 uses front and rear stabilizer bars and gas-pressurized, mono-tube shock absorbers to help minimize body roll and ride harshness. The integrity of the S2000 results in agility and handling response that must be felt to be fully appreciated. You feel the road, but leave the bumps behind.



Its racy good looks are inherited.





Innovative, technically sophisticated for its day and a truly enjoyable car to drive, the 1964 \$600 was one of Honda's very first sports cars.



In 1963, the Honda Motor Company entered Formula 1 racing. Since then, Honda has continued to compete at many of the highest levels of international motorsports, winning 71 Grand Prix, 6 Formula 1 Constructor's Championships, 3 Championship Auto Racing Teams (CART) Manufacturer's Championships plus 5 CART Driver's Championships, and more than 50 races in the series. The Honda \$2000 readster carries on this racing spirit.





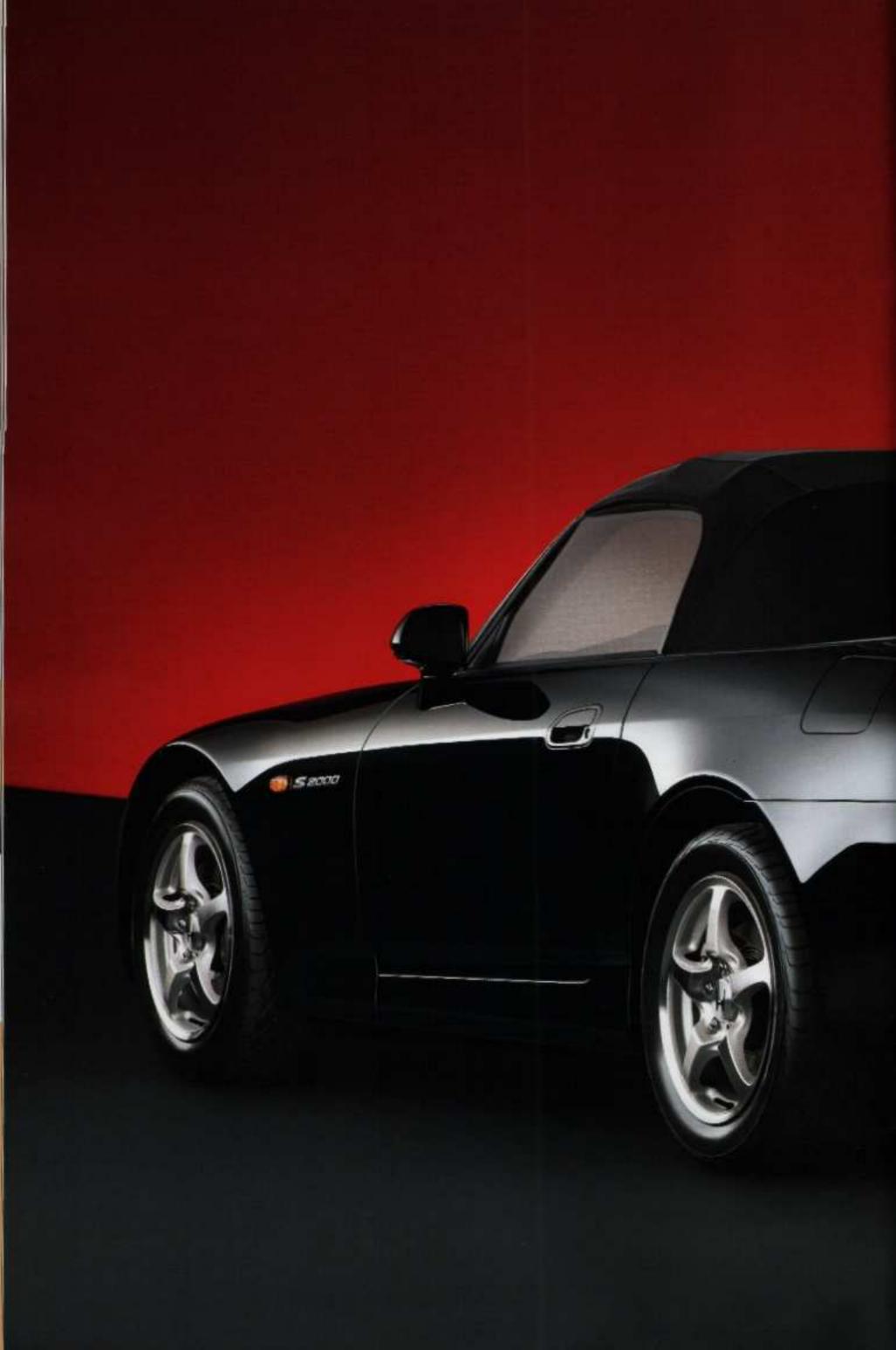


Tap into a rich legacy of performance engineering.

Racing isn't just about crowds and trophies. For Honda, the racing program offers an opportunity to put new performance technology to the test in extreme situations. At Honda, one of the primary directives includes sending our young engineers into the crucible of racing to sharpen their problem-solving skills.

Unyielding time constraints imposed by racing provide the environment for learning to innovate under pressure. A racing competitor once commented that while many car companies go racing. Honda is a racing company that happens to build production cars. The S2000 embodies that passion and competitive heritage.





Suddenly, every road's your favorite.





Forget everything you've ever known about roadsters.

You ratate the key in its cylinder. Then you do something different. Something racecar drivers have done for years. You press a button to start the engine. That's a reminder this is no run-of-the-mill sports car. This is serious business. The leather-wrapped shift knob for the 6-speed clicks through its paces with a flick of the wrist. Steering feel is precise, and the gauges convey information at a quick glance. All of which lets you concentrate on the business at hand—the thrill of being one with the car.







Textured pedals improve grip and provide a constant connection to the racecar heritage of the \$2000. The clutch is sprung for light, precise action, while the brakes have a direct feel that enhances braking control.

A full-bodied approach to the performance state of mind.

Settle into the leather seat, adjust the seatback and slide the seat into position. The S2000 interior immerses you in the roadster experience, whether you take advantage of its race-bred performance or simply wish to take in some fresh air. The high seat bolsters brace your back and shoulders through the turns. An easy-to-use two-latch release frees the electrically powered soft top. An AM/FM stereo CD player featuring a pair of door-mounted tweeters provides clean, clear sound. And the S2000 also has electronically controlled heating and air conditioning with a micron air-filtration system, a remote entry system, cruise control and power windows, mirrors and door locks.



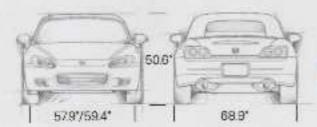


The S2000 is serious about performance, and just as serious about passenger safety. The body and frame are engineered not only to hold up to the rigors of spirited driving, but also to help protect you in a full-frontal, offset-frontal, side or rear impact. There are dual front airbags (SRS)* and 3-point seat belts with pretensioners. Integrated roll bars for driver and passenger – plus the door and windshield posts – are reinforced, and connect to frame members in the floor. The central tunnel and the front and rear side-members of the X-bone frame are designed to offer the rigidity and passenger protection of a closed-top vehicle in full-frontal as well as rear impacts. Side-impact protection is built into the doors, side sills and cockpit floor, There's an Immobilizer Theft-Deterrent System to provide peace of mind when you park your S2000. And a locking storage compartment in the center console keeps small items out of view.





Let's see, there must be a longer way there.





Engine

Type: Aluminum-Alloy In-Line 4-Cylinder with Fiber-Reinforced (FRM) Cylinder Walls Displacement (cc/cu.in.) 1997/121.9 Horsepower @ rpm (SAE net) 240 @ 8300 Torque (lb.-ft. @ rpm) 153 @ 7500 11.0:1

Valve Train: 16-Valve DOHC VTEC** Fuel System: Multi-Point Programmed

Fuel Injection (PGM-FI) Ignition System: Electronic with Immobilizer Theft-Deterrent System

Compression Hatio

Drivetrain

Type: Front Engine/Hear-Wheel Drive Manual Transmission: 6-Speed Close-Ratio with Torque-Sensing Limited-Slip Differential 4.1:1 Final Drive Ratio Gear Ratios 3.13 181 2.05 2nd 1.48 3rd 1.16 4th 5th 0.97 0.81 8th

EPA Mileage Estimates'/Fuel Capacity

6-Speed Manual (City/Highway)	20/26
Fuel (gal.)	13.2

Interior Dimensions

Headroom (In.)	34.6
Legroom (in.)	44.3
Shoulder Room (in.)	50.2
Hiproom (in.)	49.8
Cargo Volume (cu.ft.)	5.0
Passenger Volume (cu.ft.)	48.4
Curb Weight (lbs.)	2810

Body/Suspension/Chassis

High X-Bone Monocoque Frame Suspension: Independent In-Wheel Double Wishbone with Coll Springs Stabilizer Bar (mm, front/rear) 28.2/27.2

Coaxial Electric Power

Rack-and-Pinion Steering Steering Wheel Turns, Lock to Lock 24 Jurning Diameter, Curb-to-Curb (ft.) 35.4

Power-Assisted 4-Wheel Disc Brakes

3-Channel Anti-Lock Braking System (ABS) 16x6.5JJ / 16x7.5JJ Wheels (front/rear)

Tires: Bridgestone Potenza S-02 (front/rear) P205/55 H16 89W / P225/50 R16 92W

Exterior Features

Remote Entry System with Trunk Release Electrically Powered Soft Top with Glass Rear Window and Defroster Dual-Outlet Exhaust Body-Colored Dual Power Mirrors High-Intensity Discharge Headlights (HID) Lightweight Alloy Wheels Impact-Absorbing Body-Colored Bumpers

Molded Convertible Top Cover

Interior Features

Air Conditioning with Micron Air-Filtration System Power Windows Power Door Locks Cruise Control AM/FM Stereo with CD Player and Clock Leather Timmed Seats Leather-Wrapped Steering Wheel Leather Wrapped Shift Knob Dual Front Airbags (SRS)

Integrated Roll Bars

3-Point Seat Belts with Pretensioners

Immobilizer Theft-Deterrent System Remote-Operated Audio Controls

Beverage Holder

Center Console Storage Compartment

with Lock Map Lights

Digital Instrument Panel

2-Speed/intermittent Windshield Wipers

Engine Start Button Low-Fuel Indicator Light Aero Wind Screen 12 Volt Power Outlet

Textured Numinum Pedals

Floor Mats

Accessories

Exterior

Removable Hard Top Rear Decklid Spoiler Front Underbody Spoiler Side Strakes

Vehicle Dust Cover Wheel Locks

Interior

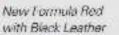
Titanium Shift Knob Security System Seatback Pocket Cargo Net

Audio

CD Changer

Kelton bassworks Subwoofer



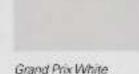




Spa Yellow Pearl with Black Leather



Suzuka Blue Metallic with Blue I eather



with Red Leather



Sebring Silver Metallic with Black or Red Leather



Berlina Black with Black or Red Leather

For years, Honda has led the industry in reducing the impact automobiles will have on the environment.

Proving that it can be done with little

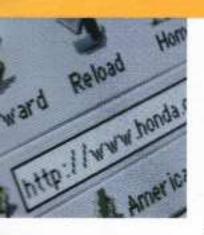
sacrifice to performance. In 1975, we introduced the innovative Civic CVCC, the first car to pass the federal Clean Air Act standards without the use of a catalytic converter. Ever since, our engineers have pushed the limits of design. When California's standards for Low-, Ultra-Low- and Super-Ultra-Low-Emission Vehicles (LEV, ULEV and SULEV)

were introduced over the past eight years, a Honda was the

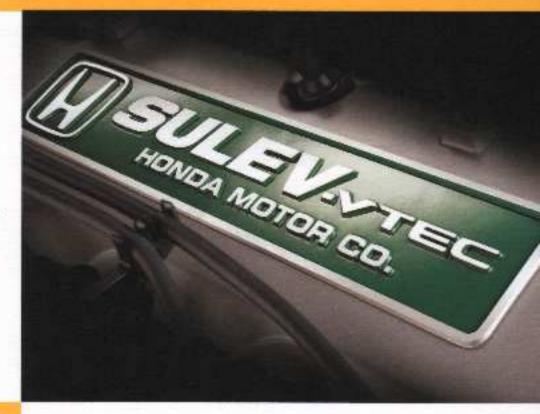
first gasoline-powered car to meet each one. In fact, we have

met all these standards before they became mandatory. And for 2002, every new Honda vehicle meets or surpasses all fifty states' LEV standards. From the natural-gas Civic GX, the cleanest internal combustion production-engine vehicle ever built, to the brilliant 240-hp S2000 roadstor. With our record, it's only fitting that we would be the first to introduce a gasoline-electric-powered hybrid car in the United States: the Insight.

This ultra-low-emission vehicle was the first car to receive the Excellence in Environmental Engineering Award from the Sierra Club. And you can be sure Honda will continue to lead and cleanest vehicles on the road.



When you purchase an S2000, it's covered by a 3-year/36,000-mile limited warranty. See your dealer for details. For additional product information, you can call us at 1-800-33-Honda, or visit our Web site at honda.com.



Your dealer features Honda-trained technicians who can expertly service your S2000, and a variety of Genuine Honda parts and accessories to help you personalize it.

HONDA

Financial Services

Whether you buy or lease a Honda, Honda Financial Services can assist you with the process. Ask your dealer which lease or purchase plan best suits your needs.



Honda Care is a comprehensive and affordable vehicle and travel protection plan backed by Honda reliability, service and parts. See your dealer for more information.